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METHOD FOR PRODUCING LATERAL EJECTION APPARATUS FOR HELICOPTER OR PLANE

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Other Helicopters with Sliding Doors:

Kaman H-2
HU3, Huskie Seasprite
Kamov Ka-25

ABSTRACT

An aircraft occupancy, here a helicopter with a seat chassis mounted on a set of rails of any type, ideally as I have demonstrated on load bearing triple monorails with one hundred sixty-eight circumventing roller trucks attached to the inner rails, an outer track box movable along the inner tracks, and a monorail supporting track with eighty-four roller trucks. Shown here in a side view with partial delineation of the mesh end cover Any seat chassis attached to the outer track box is ejectable along a lateral trajectory, perpendicular to the horizontal longitudinal axis of an aircraft, and guided out of the path of a failed aircraft during ejection flight by two bottom positioned tail fins slotted within the ejection monorails launcher platform legs. The seat chassis is enabled to eject laterally since a conventional hinged door is operational within a greater sliding door panel which pneumatic rockets at the top and bottom of the sliding door transverse the greater emergency sliding door panel including the interior fixed conventional hinge operational door out of the path of the seat chassis or chassis' attached to the outer track box towards the rear of the aircraft where the sliding greater panel is prevented from recoiling by a common latch catches. Dual airbags for positioning the legs and torso of an occupant for a safe emergency exit ejection are embedded or attached to the structure directly fore of the seat chassis. A second set of airbags, head, neck and chest protector are connected on both sides of the seat chassis, mandatory for safe lateral equal access emergency exit ejection. Three compartments for altitude appropriate parachutes and sensor fuse box for opening said desired chute. Including an interior side mounted blast shield and monorails inner tracks support to which a couple of rocket catapults are fixed by seals at their ignition points, holding the outer track box and seat chassis stationary between the inner tracks and supporting track.

20 Claims, 15 Drawing Figures

